

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Kansas
COUNTY:	Marshall
FOR NPS USE ONLY	
ENTRY DATE	

1. NAME

COMMON:

Marysville Pony Express Barn

117-3560-0007

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

108 So. 8th St.

CITY OR TOWN:

Marysville

CONGRESSIONAL DISTRICT:

no. 2, Bill Roy

STATE

Kansas

CODE

20

COUNTY:

Marshall

CODE

117

3. CLASSIFICATION

CATEGORY

(Check One)

- ☐ District ☒ Building
☐ Site ☐ Structure
☐ Object

OWNERSHIP

- ☐ Public
☒ Private
☐ Both

- Public Acquisition:
☐ In Process
☐ Being Considered

STATUS

- ☒ Occupied
☐ Unoccupied
☐ Preservation work
in progress

ACCESSIBLE
TO THE PUBLIC

- Yes:
☒ Restricted
☐ Unrestricted
☐ No

PRESENT USE (Check One or More as Appropriate)

- ☐ Agricultural ☐ Government ☐ Park ☐ Transportation ☐ Comments
☐ Commercial ☐ Industrial ☐ Private Residence ☐ Other (Specify) _____
☐ Educational ☐ Military ☐ Religious _____
☐ Entertainment ☒ Museum ☐ Scientific _____

4. OWNER OF PROPERTY

OWNER'S NAME:

Pony Express Foundation, Inc.

STREET AND NUMBER:

CITY OR TOWN:

Marysville

STATE:

Kansas 66508

CODE

20

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Register of Deeds

STREET AND NUMBER:

Marshall County Courthouse

CITY OR TOWN:

Marysville

STATE

Kansas 66508

CODE

20

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

Federal Writers Project of the Works Progress Administration

DATE OF SURVEY:

1939

☒ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

Records destroyed. A guide book, Kansas, was published in 1939.

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Marysville Pony Express Barn is a rectangular native limestone building with a modified hip roof and faces west on Eighth street in Marysville. The stone is laid in large blocks and was at one time covered with stucco, although not originally. The north and south walls have peep holes for the horses which were originally stabled there.

The building when first used had stone walls only 10 or 12 feet high and a low-pitched board roof. After a fire damaged part of the city's business district in 1876, the building was enlarged when repairs were made. The height of the walls was increased and the hip roof installed.

The building has undergone extensive remodeling at various times. A concrete floor has been added to the interior. Wood paneling has been used to cover walls and doors in the office area at the northwest corner of the building. Several additional windows have been cut over the years and some of the original openings have been closed. The large double doors on the west front have been partially walled up, but the wood lintel still remains. The roof has new composition shingles, and gutters and downspouts have been added to the eaves. The interior has been divided into a number of small rooms for museum use. In these areas the ceiling has been lowered. It is only in the northeast quarter of the structure that the rafters are still visible.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1859-1860

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input checked="" type="checkbox"/> Transportation | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

STATEMENT OF SIGNIFICANCE

The Marysville Pony Express Barn was built in 1859-60 by Joseph H. Cottrell just south of the Barrett House, Marysville's first hotel. Cottrell arranged with A. G. Barrett, builder of the hotel, to secure an option on three lots and erect a livery stable. Reportedly, as he was preparing for construction of the barn, he was contacted by A. E. Lewis, an associate of Russell, Majors and Waddell and later a division superintendent of the Pony Express from St. Joseph to Fort Kearny, and an agreement was made that the company would pay half the cost of erecting the 40 by 64 foot structure for use of the south half. The other portion would be used as a livery barn by J. H. Cottrell and his son Billy. By early 1860 stone walls had been erected to a height of 10 or 12 feet and a temporary board roof had been installed.

The first Pony Express rider stopped at Marysville on April 4, 1860. Sources differ as to whether it was Don Rising or Billy Boulton who rode into Marysville with that first mail, but most agree that the mail was transferred to Jack Keetley in front of the Cottrell stable.

Historians disagree on whether Marysville was a home station or a relay station. Home stations were generally established at old stage stations. They were better equipped and usually housed at least two riders, the station keeper, and from two to four stock tenders. Relay stations generally were occupied by the keeper and a stock tender. Their job was to care for the horses and have fresh mounts ready for the riders.

The Pony Express was officially discontinued on October 26, 1861, and the Cottrells later bought the south half of the building and obtained a deed to the land in 1863. Joseph Cottrell acquired the Barrett Hotel, renamed the American House, in 1862, first renting the building a year before purchasing it. He evidently continued to run the hotel until the mid 1870's.

Apparently the livery stable was one of the buildings damaged by a large fire in late July, 1876, and afterwards the walls of the building were raised to the present height and a hip roof added to permit more hay storage. An 1883 newspaper biography of leading Marysville businessmen listed Cottrell as still operating the livery. However, he soon sold his interest to his son Billy. Cottrell descendants continued to operate the livery barn until 1914. For a time after that it served as the garage for the Auburn automobile dealer, and later it was a produce house and locker plant. In 1967 the building was purchased for the Marysville community by a local organization called the Pony Express Foundation, Inc., and it is now a community museum.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

The Big Blue Union (Marysville), March 29, 1862, December 20, 1862.
 Ellenbecker, John G., "The Famous Pony Express . . .," Marysville Advocate, August 12, 1954.
 Ellenbecker, John G., "Marysville's Pony Express Barn One of Only Two Still Standing," Marysville Advocate-Democrat, August 26, 1937.
 Evans, R. Kenneth, "Kansas Pioneer History Written Around Marysville," Marysville Advocate-Democrat, February 24, 1927.
 Porter, Emma E., History of Marshall County, Kansas (Indianapolis, B. F. Bowen and Co., 1917), pp. 117, 129.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds
NW	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0
NE	0 0 0	0 0 0		96 38 52	39 50 28	
SE	0 0 0	0 0 0				
SW	0 0 0	0 0 0				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **one acre**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:		Richard D. Pankratz, Director, Historic Sites Survey	
ORGANIZATION	Kansas State Historical Society	DATE	Aug., 1972
STREET AND NUMBER:			
120 West Tenth			
CITY OR TOWN:	Topeka	STATE	Kansas 66612
		CODE	20

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name _____

Nyle H. Miller

Title _____

Date Sent to NR: Aug. 4, 1972

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____

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(Continuation Sheet)

STATE	
Kansas	
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(Number all entries)

MARYSVILLE PONY EXPRESS BARN

6. cont.

A Survey of Historic Sites and Structures in Kansas
1957 State

Kansas State Historical Society
120 West 10th
Topeka, Kansas 66612 20

8. cont.

Although contemporary written evidence of the building's usage as a Pony Express barn is lacking, supportive testimony comes from people who knew the building well. Ernest Cottrell, Billy's son, operated the stable from 1903 to 1914 and often related what his father had told him of the Pony Express use of the building. T. Lee Holloway, a long-time Marysville resident who died in 1930 at age 91, was a stock tender at the barn in 1860 and 1861. He often talked with local historians and newspapermen about the barn and the riders he had known.

The Marysville Pony Express Barn is significant for its connection with that short-lived but colorful and romantic venture. Whether there was a home station (as the local historians claim) or a relay station at Marysville doesn't really affect the status of the barn; it was used to house the horses of the Pony Express riders. It is also said to be one of only two Pony Express stables in the country still standing.

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(Continuation Sheet)

STATE	
Kansas	
COUNTY	
Marshall	
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ENTRY NUMBER	DATE

(Number all entries) MARYSVILLE PONY EXPRESS BARN

9. cont.

Guise, Byron E., "Free Stater Built Pony Express Home Station," Marysville Advocate, June 29, 1972.

Guise, Byron E., "A Resident of County for 73 Years Looks Back to Days When City Was Young," Marshall County News (Marysville), April 28, 1933.

History of the State of Kansas (Chicago, A. T. Andreas, 1883), pp. 918, 919.

Hohn, Gordon S., "Pony Express Stable Here Served for Years as Cottrell Livery Stable," Marysville Advocate, August 30, 1962.

"Mark Pony Express," Topeka Capital, August 23, 1931.

Marshall County News (Marysville), December 30, 1876, September 20, 1879, January 5, 1883.

"The Pony Express Rides Again," Kansas Historical Quarterly, v. 25, no. 4 (Winter, 1959), pp. 368-385.

Root, Frank A., and William E. Connelley, The Overland Stage to California (Originally published Topeka, 1901, reprinted Columbus, Ohio, Long's College Book Co., 1950).

Root, George A., and Russell K. Hickman, "Pike's Peak Express Companies--Part IV--The Platte Route," Kansas Historical Quarterly, v. 14, no. 1 (February, 1946), pp. 36-92.

Settle, Raymond W., and Mary Lund Settle, Saddles and Spurs (Harrisburg, Pa., The Stackpole Co., 1955).

